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SOURCE Dziennik Zachodni, No 40, 1950.GAL TO MANUFACTURE DIESEL ENGINES

Marine motors are the key problem in the expansion of Poland's fishing fleet. Ship hulls have been built domestically for a long time, but the 30 types of Diesel motors used in Poland at present are all of foreign make -- German, Danish and Swedish. Imports are difficult since they require foreign drafts, their operations are lengthy, and deliveries are uncertain. Repairs are also difficult because spare parts must be imported and mechanics are not familiar with 30 different types of motors. Fishing cutters are often idle for months because of delayed shipments of spare parts.

Rekawek, chief mechanic in the Gdynia Fishing Shipyards, and engineer Nagawiecki, manager of the GAL (Gdynia-America Lines) workshops in Gdynia, discussed the possibility of producing Diesel motors in Poland. Before the war, Poland was successful in producing Diesel engines, but not for fishing craft. They were built at a small shop in Znin manufacturing agricultural machinery at the Perkun and Lilpop industrial plants, and at the railroad plant Zieleniecki. A small number of Diesel engines was even exported.

It was decided that Diesel engine production could be rehabilitated in Poland without any great outlay of funds for factory installations by distributing the work among several smaller plants.

From August 1948 until the end of 1949, plans were worked out for domestic production of Diesel motors varying from 30 to 150 horsepower. Trade unions, especially the Union of Transport Workers and the Union of Sea Fisheries, took an active interest in the matter and induced the Minister of Navigation to allot a large sum for construction of the model which is to be built by GAL workshops.

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